

Club D'Avion Teleguide D'Alma (633)
CATA
Site Rules 2024

The following rules package must be available to all RPAS Pilots while operating RPAS at this site, either electronically or in print. Nothing in these rules relieves the RPAS pilot of their individual CAR compliance requirements.

Administrative Rules

Club: Club D'Avion Teleguide D'Alma (#633 Zone N)
Field Name: TERRAIN 2635 ROUTE DU LAC O ALMA
Location: 2635 Route Du Lac O
Pilot Station Coordinates: 48 32' 15.5"N, 71 42' 12.5"W

Contact(s): Denis Fortin, MAAC 67696, Club Président
Df196050@gmail.com, 418-668-5831

Conditions for Use - All persons using this modelling site must:

1. be MAAC members in good standing.
2. be members of Club d'Avion téléguidé d'Alma in good standing or an invited guest of CATA
3. agree to follow the MAAC Safety code and all other site rules.

Any MAAC member attending an Event at this site must agree to attend any modeller briefing, or otherwise read and follow all site/Event rules. The Club or site operator is responsible to take reasonable steps to ensure a modeller briefing occurs for each modeller using the site.

1. Guests, Spectators are to remain in the parking area or guided by a certified modeliste.
2. It is to every users to appropriaterly dispose their own garbage and leave the field clean
3. Rules, actual and updated, are to be distribute by email to every good standing members by email
4. It is to each site user to have the proper rules version handy while on site
5. Update are distributed by the club president

Site/event emergency response requirements

**In the event of an emergency, call (9-1-1 or phone number) - the site address to be provided to first responders is 2635 Route Du Lac O Alma, Québec
48 32' 15.5"N, 71 42' 12.5"W (48.5316 -71.7068)**

Modelling Rules

MAAC Approved Modelling Categories

The following categories of MAAC modelling are approved at this site/event. In addition to the MAAC Safety Code, there may be site specific rules contained in this document.

Approved Category	Weight/Power Limits	Altitude/operating limits
mRPAS	Less than 250 grams	400'agl
RPAS	25kg or less	400'agl
Tethered (Control-Line)	Not Approved	
Free flight		
Space Models		
Surface Vehicles		

MAAC Approved Site Add-ons

This site has not been approved for any MAAC add-ons.

Approved Add-on	Weight/Power Limits	Altitude/operating limits
RPAS Weight	Less than 25kg	400'agl
RPAS Altitude		
RPAS Altitude and Weight	Not Approved	
Permanent Event Approval		
RPIC		

RPAS/Model technical specifications or requirements or restriction

- mRPAS requirements – mRPAS cannot be registered with Transport Canada. mRPAS are however regulated under CAR900.06 and part VI of the CAR. Compliance with MAAC safety code meets those requirements.
- RPAS CAR requirements – There are no special CAR restrictions on RPAS models
- Club/Site/Event requirements - no restrictions.

RPAS Pilot/operator qualifications or requirements

- mRPAS requirements – mRPAS do not require an RPAS operators' certificate however are regulated under CAR900.06 and part VI of the CAR. **There are no MAAC or CAR age restrictions on mRPAS flight.** Compliance with MAAC safety code meets all requirements.
- RPAS Pilot CAR requirements. All RPAS pilots using this site must have **BASIC** RPAS certification. Also see airspace requirements.
- Club/Site/Event requirements. - This site recommends all mRPAS/RPAS Pilots have MAAC Wings. There are no other qualification requirements for other modelling categories.

CREW qualifications or requirements.

- mRPAS requirements - mRPAS do not normally require crew under the CAR.
- RPAS CAR requirements - Visual observers are optional at this site for daily flying.
- Club/Site/Event requirements - Spotters, helpers or mechanic use are up to each individual member to decide.

Crew Rules

Visual Observers

1. Visual observers (VO) are optional for daily flying. When required at this site, no member shall operate an RPAS unless:
 - a. A visual observer(s) is present who has been briefed or trained on any site/event procedures upon spotting a potential conflict with full-scale aircraft.
 - b. A minimum of one visual observer per flight line is required.
 - c. VO must not watch the models – their sole role is to scan the surrounding sky for approaching full-scale aircraft.
 - d. Position the VO where they have unobstructed sight lines – sitting in the shade beside a camper/structure is not acceptable. Equally they must be situated to have a reasonable communication ability with all pilots/modellers.
 - e. Use visual aids as required – sunglasses, wide brim hats, sunshades, binoculars or similar. If positioned far from pilot stations, provide suitable notification means such as air horns, lights, radios etc.

2. These rules ensure a clear command/response protocol is in place – there is no time for debates or confusion. MAAC has adopted the following minimum:
 - a. **MAAC models/RPA shall give way/get out of the way of full-scale aircraft in all circumstances – no exceptions. There is never any onus on full-scale pilots to yield to models – ever.**
 - b. Upon spotting/hearing or being advised (Alma UAS Center of Excellence/ATC CFB Bagotville) of any airplane that might pose a hazard with modeling activities, the VO shall yell in a loud clear voice “AIRPLANE”. **If in doubt, issue the warning.**
 - c. Upon hearing this command, all pilots shall descend to as low as altitude as safely possible, and if required land. The goal is to vacate the airspace vertically and then determine if RPA can continue to operate safely.
 - d. **Lateral deconfliction maneuvers are prohibited above 60’AGL.** Descending to 60’agl (tree top level) is the accepted Transport Canada initial response. Members operating near/off aerodromes have different specific response requirements.
 - e. **IF the Alma UAS Center of Excellence/ATC CFB Bagonvill or their delegate, has given a stop flying order, guidance or similar, flying shall not resume until permission to do so is obtained from the person who issued the stop flying order.**
 - f. Upon determining the full-scale aircraft is no longer a threat, the VO or other persons shall yell in a loud clear voice “ALL CLEAR”.
 - g. Thereafter modeling activities may resume as normal.

Air Boss – ATC Coordinator

Not required at this site.

RPIC – RPAS Pilot in command

Not required at this site and not approved for use within within 3nm of Alma certified airport (CYTF).

Instructors/Demo flights

Demo or training flight are accepted as follows:

- No RPAS fixed wing experience must have a pilot/instructor with a buddy box
- Ongoing training until ready to solo flying as per instructor, with buddy box
- Ready for solo, under supervision with an instructor.

- Instructor to be present on field
- Instructor to supervise student operation
- Returning pilot after 12 months of absence, with an instructor direct supervision. Buddy box might be use if it enhance safety

Spotters

Spotters are optional

Airspace requirements or permissions

The CATA site recently moved their pilot stations north 200m to clear of restricted airspace to the south. RPAS pilots must be mindful of the close proximity of these airspace volumes as follows.

1. mRPAS requirements – mRPAS do not require specific airspace permission.
2. RPAS CAR requirements - The pilot stations are in uncontrolled Class G airspace, however no pilot shall allow their RPAS to enter the CYR651 airspace volume as follows:

CYR651 – Class F Restricted Airspace – owned by Alma UAS Center of Excellence with controlling agency listed at CFB Bagotville ATC. **When this airspace is active, RPAS are strictly prohibited from entering.** MAAC was unable to obtain permission for our RPAS operations, so MAAC members must stay out. The CYR651 NOTAM activating the airspace is normally issued 48 hours in advance and is available on RPAS Wilco site survey or the [NAV CANADA NOTAM portal](#). **If you are unsure the status of this airspace, remain clear.**

Adjacent Aerodrome Procedures (within 3nm)

The CATA site recently moved their pilot stations 200m north to clear the 3nm zone around the Alma airport. RPAS pilots must be mindful of the close proximity of these airspace volumes as follows.

1. mRPAS requirements – mRPAS do not require specific airspace permission
2. RPAS CAR requirements - The pilot stations and Alma Airport are in uncontrolled Class G airspace, however no pilot shall allow their RPAS to enter the adjacent airspace volume around CYTF except as follows:

CYTF – Alma Certified Airport - RPAS operations within 3nm of this airport requires the RPAS pilot to have an Advanced RPAS operators certificate (CAR901.47(2)). RPAS pilots do not need permission to operate within 3nm provided they have Advanced. If you do not have an Advanced rating, you must not allow your RPAS within the 3nm zone.

In addition to the above, as this site operates “near” an aerodrome as listed in the CFS or CWAS, we are required to provide all members with the following information.

1. The aerodrome’s name is Alma (CYTF Certified Aerodrome/Airport) and it is located **3.06** nautical miles southeast of the modelling site.
2. The aerodrome has one runway (13/31), full services and is home to a paradrop school and other aviation assets.
3. There are multiple CYR restricted airspace volumes associated with CYTF, however there are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.

4. The club executive has contacted the operator (OPR) of **CYTF**, and they have expressed no issues with our RPAS site.

Normal mRPAS/RPAS/model operating procedures

1. Prior to daily operations, at least one member shall check the Aviation NOTAM for CYTF (Alma) using either the [NAV CANADA website](#) or RPAS Wilco. They may share the results with other site users either verbally, electronically or in print. Every member is still responsible to ensure they have the latest NOTAM information in some fashion.
2. The The MAAC mandated minimum weather conditions to commence or continue MAAC RPAS operations are:
 - a. no cloud ceiling (BKN or OVC) **estimated** at 1000'agl or lower, and
 - b. the RPA will be able to remain 500' vertically and 1 sm (statute mile) horizontally clear of any cloud, and an **estimated** horizontal visibility of 3sm (5km) or more around the flying area, and
 - c. no other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult. If you can see Alma Hospital we have the required visibility.

NOTE – there is no aviation weather available for *Alma (CYTF)* so RPAS pilots may **estimate** cloud ceilings and visibility, provided they do so in good faith understanding the purpose of weather limits is to ensure we can see approaching full-scale aircraft.

3. MAAC endorses the use of a single shared RPAS Wilco site survey provided:
 - a. A new site survey is conducted/checked at least once every 56 days (NAV CANADA schedule), and if there are changes the updated site survey is made available to all members.
 - b. All site survey information is readily available to all RPAS pilots on site (electronically or in print).
 - c. Prior to each flying session, members must check Aviation NOTAM for critical flight safety information, or changes to airspace or aerodromes. Members may share NOTAM information verbally or in print with other members at the site.
 - d. Members must each visually confirm no changes to site obstructions, local obstacles and that weather conditions stipulated in any MAAC requirements are met.
4. No flights will start until half an hour after sunrise and will end half an hour before sunset, the time of which is available on the Weather Network app for the city of Alma. Night flying is not permitted at the this site unless your RPAS is well lit.
5. Pilots may fly in formation provided they agree to do so. There is no limit to the number of RPAS in flight.
6. Refer to the attached diagram for the normal site set-up areas such as parking, spectator areas, pit, or assembly areas, and start-up/run-up areas including confirmation of the MAAC required buffer distances.
7. All pre-flight or assembly operations must be performed in the designated area.
8. All models, including electric powered models, will be restrained before being armed or started in the designated startup areas. Internal combustion models must be retained and started in the

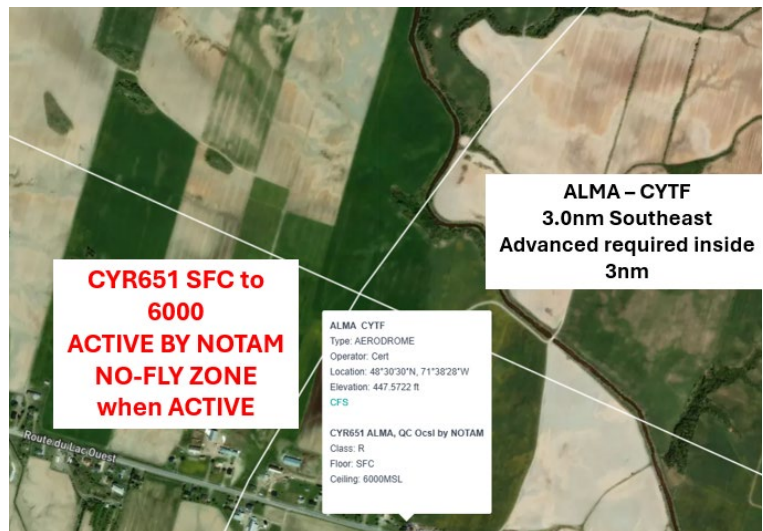
starting stations or equivalent, located in the starting area. Do not perform extended adjustments if other pilots are flying.

9. Refer to the attached map for the normal flying area, including any no-fly zones, a description or depiction of the flight line, safety line, runways, taxiways, and any other pertinent flying area demarcation.
10. The following are the site take-off, approach, landing and recovery procedures:
 - a. The direction of take-off and landing and the traffic pattern will be determined by the prevailing winds. If there is no wind, all take-offs, etc. must be done safely.
 - b. Manual launch and bungee launch must be performed in agreement with all pilots in flight - normally on one side of the cockpit.
 - c. Pilots shall take off into the prevailing winds, or otherwise in agreement with all pilots flying.
 - d. No person shall proceed past abeam the pilot stations without permission of other pilots flying.
 - e. The recovery of RPAS that land/crash off the runway but within the flight zone will be carried out in agreement with all pilots in flight.

Emergency procedures

Fly-away or lost link.

1. **IF CYR651 is active**, and in the event of a fly-away to the south into CYR651, attempt to contact the following agencies and advise them of the situation:
 - a. Alma UAS Center of Excellence at 418-669-5129 and/or
 - b. Bagotvill Military Terminal Control Unit 418-677-4000 EXT 7407
2. In the event of a fly-away towards Alma Airport (CYTF), where in the opinion of the pilot the RPA has enough energy (battery/fuel/altitude) to either interfere in the airport traffic pattern or the airport itself, contact the following agencies and advise them of the situation:
 - a. Bagotvill Military Terminal Control Unit 418-677-4000 EXT 7407
 - b. Alma Airport Operator – CIDAL (**Monday to Friday 9-5 only**) - 418-669-5104



Incident Accident

1. If there is any type of near miss or safety concern between a full-scale aircraft, bystander and our RPA/models, **ALL FLYING/MODELLING SHALL** cease immediately. The members involved should fill

out a MAAC reportable occurrence report and submit that to MAAC and the Site/Event organizer and follow MAAC policy.

- a. If the member(s) involved believe the risk was very minimal, they may complete their own self declaration or risk assessment using the MAAC form. Submit a copy of the form to the Site/Event organizers when able and recall if this involved RPAS you must keep this form for one year (CAR901.49 (2)). Resume flying/modelling when done.
- b. If the member or Site/Event operators deems the event serious, flying/modeling will not resume until members are given permission by the Site/Event organizers – in writing.
- c. If there is physical contact between a full-scale aircraft, a by-stander, a spectator and a MAAC RPAS/model – all flying/modelling will cease until MAAC confirms you may resume operations.
- d. This process is for **your** protection.

Model damage/repair protocol

1. In the event of any normally expected modelling mishap which requires any degree of repair, the model may only be “field repaired” if all normal modelling supplies and tools are present and used in accordance with established modeling practices or manufacturer instructions.
 - a) Any repair other than minor (replacing broken propeller etc.) shall be treated as a maiden flight/operation. Ensure RPAS logbook entries are made.
 - b) Any repair that cannot be fixed at the field, shall only be repaired at the modellers/owners shop or other repair facility. Ensure RPAS logbook entries are made.

MAAC Add-ons

RPAS Operations Above 400'AGL

RPAS above 400' are not approved at this site.

RPAS Operations Above 25kg

RPAS over 25kg are not approved at this site.

Event Approval (Permanent or individual)

This site has not been approved for permanent event approval – all events must be processed per below. If you have any doubts about your event, contact your Zone Director or the SAG directly.

1. ALL MAAC events that require approval or want MAAC insurance must occur at SOC sites and be approved by MAAC. All outdoor events with operable RPAS must be approved by MAAC.
2. **Outdoor events that are clearly listed as “member-only” events** regardless of reason such as competitions, fun-fly's, fly-in's, airshows, air racing, demonstrations or any other organized gatherings do **not** require MAAC Event SFOC compliance. **All advertising/notice including internal to MAAC must include the following phrase:**

This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised.

3. **“Advertised events”** - regardless of what you “named” your event, if your outdoor event includes operable (flying) RPAS **and** is open/advertised to the general public in any fashion, you **must** meet

the MAAC SFOC requirements (the SAG will work with clubs on the rules required). All advertising/notice, including internal to MAAC **must** include the following phrase:

This event is open to the public and all MAAC members, crew, and their invited guests. MAAC Event SFOC compliance is required.

Foreign RPAS Pilots (US or other)

MAAC has already obtained Transport Canada approval for foreign RPAS pilots to operate RPAS at our MAAC sites and events (MPPD14 approved July 2023). Foreign pilots simply join MAAC and follow the provisions of MPPD14 (on the website). Also see the RPAS Wilco NOTAM (2024-02).

Event rules

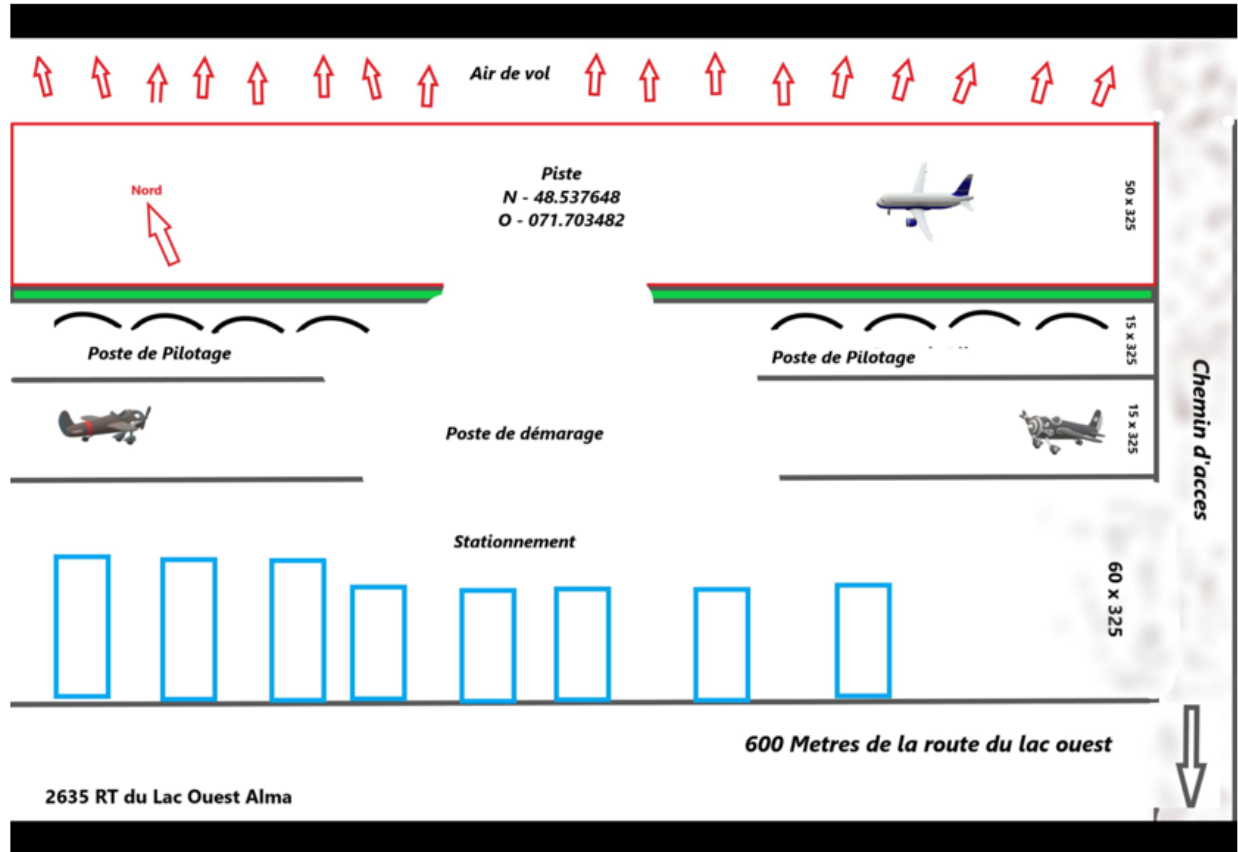
The following are the normally expected process and rules for an event.

1. The club/event organizers shall:
 - a) Prior to submitting an event approval application, ensure they have read all MAAC policy and have submitted an event package indicating they have complied as best as possible.
 - b) Ensure the site meets all MAAC event organizational and logistic requirements such as signage, parking control, spectator safety barriers, washroom and food provisions, and fire/medical safety requirements commensurate with the expected attendance.
 - c) Ensure the event complies with MAAC event policy and any CAR or SFOC requirements.
 - d) Ensure the MAAC events warning sign is posted for the event.
 - e) Ensure all attending modellers/RPAS pilot are **current MAAC members**.
 - f) Take reasonable steps to ensure all attending modellers/RPAS pilots **receive a briefing** on site or event rules using the MAAC minimum checklist (attached).
 - g) Ensure all follow up actions are completed after the event, most notably any Transport Canada paperwork.
2. In addition to all the above and the club rules, at any event where the public is in attendance under the MAAC SFOC, the event organizers are responsible to ensure:
 - a) MAAC warning signs are posted at all public entry points.
 - b) A copy of the MAAC SFOC and application are on site and available to all RPAS pilots.
 - c) All RPAS pilots sign the Transport Canada sign in sheet.
 - d) All RPAS pilots receive a briefing on site rules and
 - e) A visual observer is always present RPAS are flying.
3. Any member attending an event shall
 - a) Comply with all CAR, SFOC, MAAC and club/event rules as required.
 - b) Not operate a model or RPAS unless they attend or obtain a pilot briefing.

Diagrams/maps

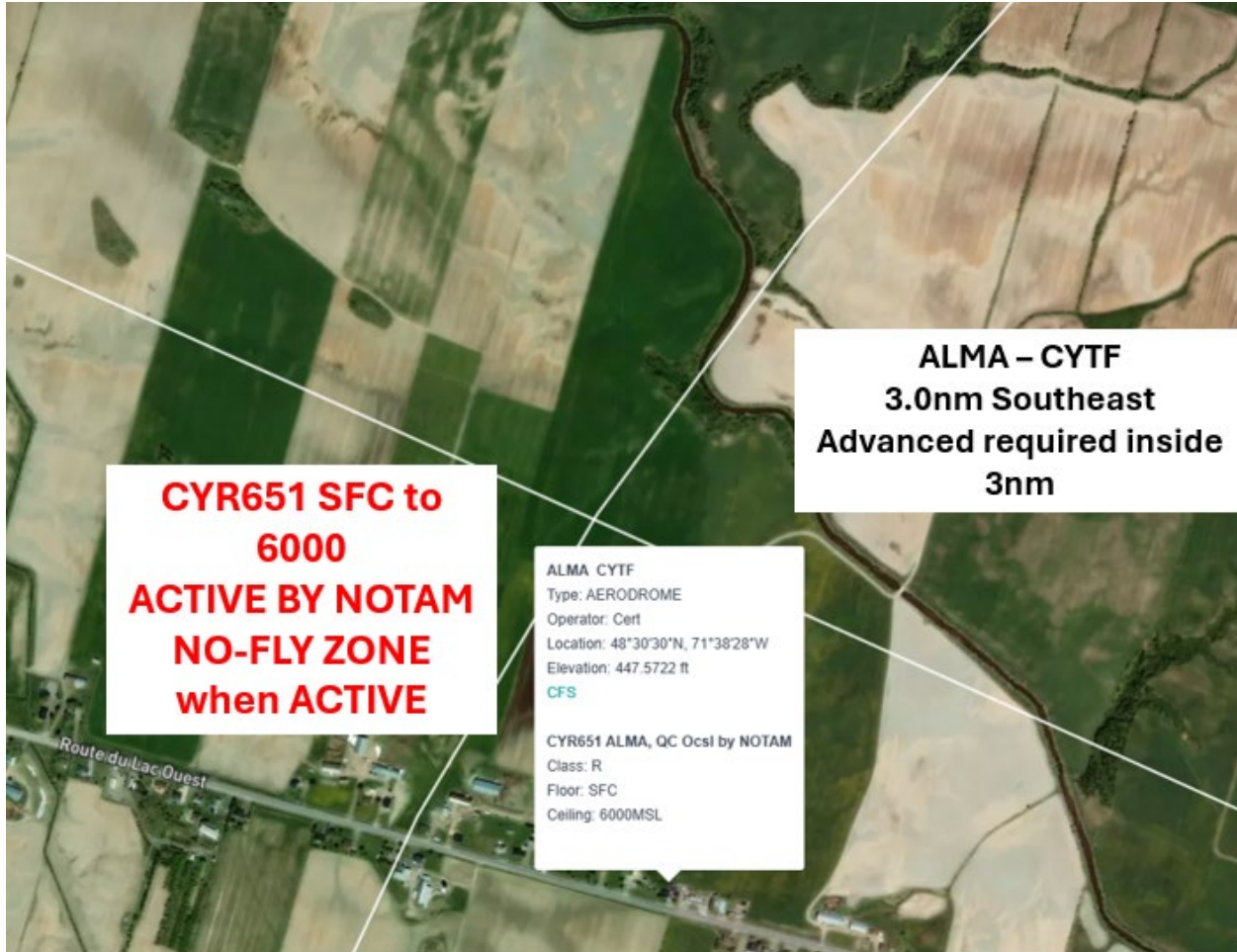
Site set-up diagram.

Layout of the flight field



Site Flying area diagram.





CANADA FLIGHT SUPPLEMENT / GPH 205 Effective 0901Z 16 May 2024 to 0901Z 11 July 2024

QUEBEC

AERODROME/FACILITY DIRECTORY

ALMA QC

CYTF

REF	N48 30 31 W71 38 29 2.2S 17°W (2014) UTC-5(4) Elev 448' A5010 LO6 LO7 HI5 HI8 CAP	
OPR	CIDAL 418-669-5104 13-21Z† Mon-Fri Cert Ldg fees, tml fees	
PF	A-1 C-2,3,4,5,6	
FLT PLN	(bil)	
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)	
ACC	Montréal 800-633-1353	
WX	AUTO 418-669-5406 (see COMM)	
SERVICES	1230-2130Z† Mon-Fri exc hols, O/T 1 hr PN 418-480-8686. Call out chg may be levied for one or more svcs.	
FUEL	100LL (fuel management tml avbl, ctc opr to receive code), JA-1 (FSII avbl), SP	
S	1(Ltd),2,3,4,5,6	
JASU	Electric start 10/15	
RWY DATA	Rwy 13(131°)/31(311°) 5000x100 ASPH Rwy 31 down 0.37%	
RWY CERT	Rwy 13/31 AGN IIIA	
TWY CERT	Twy A AGN II	
RCR	Opr CRFI Win maint O/R 1530-2130Z† Mon-Fri exc hols, O/T 3 hrs PN 418-480-8686, call out chg may be levied. PLR/PCN	
LIGHTING	13-AO(TE ME), 31-AO(TE ME) ARCAL-122.35 type K	
COMM	(bil)	
CLNC DEL	Prior dep pilots must ctc Bagotville Tml for IFR clnc at 888-613-8508.	
MF/ATF	UNICOM 1330-2030Z† Mon-Fri, exc hols (CAR 602.98) O/T ctc 122.35 5NM 3500 ASL	
TML	Bagotville 127.2 227.6	
VFR ADV	Bagotville Tml 121.2	
AUTO	123.175	
NAV		
DME	ITF 110.7 Ch 44 N48 30 14 W71 37 47 (458')	
LOC	ITF 110.7 (Rwy 13) LOC reliable only within 10° either side of centreline.	
PRO	Several areas of Class F of restricted airspace (CYRs) have been established in the Alma area for flight testing of Remotely Piloted Aircraft (RPA). These CYRs are activated occasionally by NOTAM with 48 hours prior notice. No person shall operate an aircraft within an active CYR unless the flight has been authorized by the User Agency as stated in the Designated Airspace Handbook (DAH). When CYR651 is active and access to the Alma airport is required, to avoid delays pilots should make prior arrangements with the User Agency for authorization to operate within the CYR. Pilots can contact Alma UNICOM MF 122.35 for authorization but unless the flight is essential such as MEDEVAC, police, emergency, etc., access may be delayed. Once authorized, pilots must enter and exit CYR651 from the northeast and operations are restricted to circuit procedures for arrivals and departures from the airport only. See Alma VTPC for a depiction of the CYRs.	
CAUTION	Parachute jumps over apt to 12,500 ASL, (DT 12-24Z) May-Sep. Possible win maint eqpt on rwy outside ops hrs. Migratory bird activity Apr-Nov.	

WARNING!



**AEROMODELING
MAY CAUSE
SERIOUS INJURY!**

**PROCEED AT
YOUR OWN RISK!**

AVERTISSEMENT!

**L'AÉROMODÉLISME
PEUT CAUSER
DES BLESSURES GRAVES!**

**PROCÉDEZ À VOS PROPRES
RISQUES!**